

**74<sup>th</sup> District #2 Integrating Committee Meeting Minutes**  
**May 14, 1999 – 8:00 a.m.**  
**Board of County Commissioners' Conference Room**  
**Cincinnati, OH 45202**

The meeting was called to order by Chairman Brayshaw at 8:09 a.m.

*Board Members Present:* Mr. Joseph Charlton, Mr. Pete Heile, Mr. Dick Huddleston, Mr. Richard Mendes, Mayor Dave Savage, Mr. Bill Seitz and Mr. Joe Sykes.

*Board Members Absent:* Mayor Dan Brooks.

*Support Staff Present:* County - Mr. John Beck & Mr. Joe Cottrill; City of Cincinnati - Mr. Dick Cline & Mr. Joe Vogel; City of North College Hill - Mr. John Knuf.

*Also in Attendance:* County - Mr. Ted Hubbard; City of Cincinnati - Mr. Bob Richardson.

The first item of the agenda was to approve the District #2 Meeting Minutes from the "72<sup>nd</sup>" March 19, 1999 meeting and the "73<sup>rd</sup>" April 29, 1999 meeting; as there was not a full quorum at the prior meeting. Mayor Savage moved to approve both sets of minutes; seconded by Mr. Sykes, and passed unanimously.

Chairman Brayshaw moved to the second item of the agenda with regards to the Support Staff Items. Mr. Cottrill gave a brief summation of the newly proposed *revised* rating system. The following *revised* handouts were provided:

- **Round 14 Rating System Criteria Report [Revised]**
- **SCIP/LTIP Program – Round 14 – Project Selection Criteria - (7/1/00 to 6/30/01) [Revised]**
- **Addendum to the Rating System – (Includes Criterion and Definitions) [Revised]**

Mr. Cottrill noted the following revisions:

**A.) Round 14 Rating System Criteria Report:**

1. Each (**SCIP**) & (**LTIP**) has (480) points.
2. **Number 1- Condition – (SCIP)** points were redistributed from (100) to (125).

**B.) SCIP/LTIP Program – Round 14 – Project Selection Criteria Report:**

1. **Item #1 – Condition – (SCIP)** weighting has been raised from a (4) to a (5) rating.
2. **Item #4 – Infrastructure Repair/Replacement Needs** - Lowered from a (4) to a (3) rating.
3. **Item #6 – Economic Growth – (LTIP)** was lowered from a (5) to (4) rating.
4. **Item #7 – Matching Funds (Local) – (LTIP)** was raised from a (0) to a (1) rating.
5. **Item #10** – Changed dates to March 31<sup>st</sup> wherever applicable.
6. **Item #15 – (LTIP) & (SCIP)** – Correction – both are a rating of (5).

**C.) Addendum to the Rating System Report:**

1. **Criterion 6 – Economic Growth** –Typo - First Definition: Development of employer(s).
2. **Criterion 9 – Alleviate Traffic Problems - Design Year Factor** – Steve Niemeier provided the correct information: Suburban changed from (1.18) to (**1.35**) and Rural changed from (1.15) to (**1.30**).

Mr. Hubbard noted that during discussion with the Support Staff last week the "**Design Year Factors**" are subject to modifications by the applicant. The applicant must be able to justify the use of an alternate factor. The Support Staff will review the submitted justification presented for possible approval.

Mr. Cottrill presented the next Support Staff item with handout of the following **PY 2000 Schedule**:

- *The general mailing of funding package will be mailed out to the Subdivisions – July 1999*
- *Technical Assistance Seminar – August 6, 1999 – Springdale Municipal Building*
- *Early Filing Deadline for Applications – By 4:00 p.m., Friday, September 17, 1999*
- *Application Deadline – By 3:00 p.m., Friday, September 24, 1999  
(Applications filed later will not be accepted)*
- *Project Review & Rating – September 27 thru October 22, 1999*
- *Preliminary Scores to Committee – October 22, 1999*
- *Jurisdiction Appeal Period – October 27, 1999 through November 3, 1999*
- *Appeal Review & Rating – November 4, 1999 through November 12, 1999*
- *Final Project Priority List – Integrating Committee Meeting November 19, 1999*
- *Project Establishment Vote – Integrating Committee Meeting December 3, 1999*
- *Project Filing with OPWC – ASAP – After December 3, 1999*

Chairman Brayshaw opened the floor for discussion. Mr. Mendes moved the motion to adopt the schedule; seconded by Mr. Huddleston, and passed unanimously.

Mr. Huddleston said that he applauds the Support Staff for doing such a wonderful job on the new rating system. Chairman Brayshaw added this was a major change from previous years and it's long overdue.

Mr. Seitz moved the motion to adopt the new rating system; seconded by Mr. Mendes, and passed unanimously.

Mr. Savage asked the question, "If there was anyway to provide guidance on how this new rating system would factor out". Mr. Cottrill stated there were four or five items in this new system that were not even in the last rating system. The information was not provided because it wasn't asked for. He added, the Support Staff felt that rather than give out a number that was meaningless or factored out the wrong way that it was better not to give any number at all. It is almost impossible to go back and re-rate the past round applications and come up with any kind of ranking that makes any sense.

Speaking on behalf of the Support Staff, Mr. Cline said they tried to avoid the temptation of plugging in the numbers during this process. This was done to avoid prejudicing themselves on the way it was set up. The factors used were strictly based on concepts of the law.

Chairman Brayshaw stated that he was proud of the Support Staff because of their professional approach and how they looked at it in a technical point of view, in which they respected the points of law.

Mr. Sykes stated that we have a reputation at the state level as being one of the best Integrating Committees in the State of Ohio.

Chairman Brayshaw moved the motion to vote again with regards to the adoption of the new rating system. All members were in favor; and again passed unanimously.

*Small Governments Subcommittee Report:*

Mr. Seitz reported the next meeting would be held on May 20<sup>th</sup>. Also, starting this year that he and Mr. Cottrill would begin advising the local applicants for Small Government assistance. Small Governments do have the option of including their engineering costs when we send the application to Columbus, so they are not penalized. The minutes should reflect that the Support Staff agrees with that suggestion, and will begin giving our local Small Governments the option of including engineering costs when their application goes to Columbus, Ohio. This is only for Small Government Commission assistance, not for our program.

Chairman Brayshaw stated this might level the playing field. Our system is the way to go, but we want to give credit for the local commitment for engineering.

Mr. Cottrill noted this would be mentioned at the Technical Seminar this August. They would probably request the applicants to submit two different funding sheets ahead of time; one for the local committee and the other for the Small Governments. Mr. Brayshaw noted they would have to be graded on our system first. Then the ones who don't make it would go to the Small Governments. It was suggest by Mr. Seitz to emphasize all the new changes at this Technical Seminar. Mr. Cottrill stated that he would be sending notices, and calling the political subdivisions. Chairman Brayshaw suggested that he contact and advise the Administrators, Consultants, and City Engineer's as well.

*Old Business:* Nothing to report.

*New Business:*

Mr. Cottrill announced the following:

- A.) District Leadership Conference will be held: Wednesday, May 19, 1999 in Columbus, Ohio. Chairman Brayshaw, Mr. Bass, Mr. Cline, and Mr. Cottrill will be in attendance. It was noted there would be discussion of the following topics:
  - 1. Proxy Voting Privileges – Integrating Committee Meetings
  - 2. New Application Form - Upcoming Round
  - 3. Farm Land Preservation Act
- B.) Technical Assistance Seminar will be held: Friday, August 6, 1999 – 10:00 a.m. – 12:00 p.m. at the Springdale Municipal Building. All Integrating Committee Members are invited.
- C.) All Committee Members must be re-appointed by May 2000. District #2 Integrating Committee Listing of Members handout provided.

There was further discussion regarding the proxy vote and the desire of having alternates attend all meetings.

Mr. Vogel announced that July 1, 1999 the Project Agreements would be awarded. Mr. Cottrill added that they would be mailed the last business day June to the Subdivisions.

The next meeting was set for Friday, October 15, 1999 at 8:00 a.m. Chairman Brayshaw made a motion for adjournment; by consensus the meeting adjourned at 8:30 a.m.

Respectfully submitted,



Cathy Listermann  
Recording Secretary

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

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**May 6, 1999**

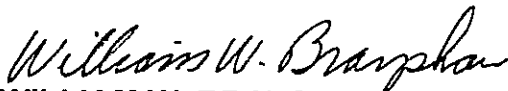
**TO ALL INTEGRATING COMMITTEE MEMBERS:**

During the April 29, 1999 meeting the Integrating Committee gave the Support Staff final directions for completing the Round 14 Rating System. This has been completed and is attached for your review.

Please be present at the May 14, 1999 meeting, as we will need to take a vote on the Rating System and the Program Year 2000 Schedule. As of today, all Board members will be present for a full quorum, with the possibility of Mayor Brooks not being able to attend.

If the Rating System is passed, it will be submitted to OPWC for final approval. If you have any questions, please feel free to contact Mr. Joe Cottrill, District 2 Liaison Officer at 946-4257, Mr. Bob Bass, Technical Assistance Facilitator at 922-8609 or Mr. Dick Cline, Technical Assistance Facilitator at 352-6235.

Sincerely,



WILLIAM W. BRAYSHAW, P.E., P.S.  
Chairman, District 2 Integrating Committee

Cc: Support Staff  
Attachments

**SCIP/LTIP PROGRAM  
ROUND 14 - PROGRAM YEAR 2000  
PROJECT SELECTION CRITERIA  
JULY 1, 2000 TO JUNE 30, 2001**

**NAME OF APPLICANT:** \_\_\_\_\_

**NAME OF PROJECT:** \_\_\_\_\_

**SCIP**

**LTIP**

**FIELD SCORE:** \_\_\_\_\_

**FIELD SCORE:** \_\_\_\_\_

**APPEAL SCORE:** \_\_\_\_\_

**APPEAL SCORE:** \_\_\_\_\_

**FINAL SCORE:** \_\_\_\_\_

**FINAL SCORE:** \_\_\_\_\_

**NOTE:** See the attached "*Addendum To The Rating System*" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

SCIP \_\_\_\_\_ X 5 = \_\_\_\_\_

23 - Critical

20 - Very Poor

LTIP \_\_\_\_\_ X 1 = \_\_\_\_\_

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

SCIP \_\_\_\_\_ X 1 = \_\_\_\_\_

20 - Considerably significant importance

15 - Moderate importance

LTIP \_\_\_\_\_ X 4 = \_\_\_\_\_

10 - Minimal importance

0 - No measurable impact

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

SCIP \_\_\_\_\_ X 1 = \_\_\_\_\_

20 - Considerably significant importance

15 - Moderate importance

LTIP \_\_\_\_\_ X 0 = \_\_\_\_\_

10 - Minimal importance

0 - No measurable impact

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

*Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).*

25 - First priority project

SCIP \_\_\_\_\_ X 3 = \_\_\_\_\_

20 - Second priority project

15 - Third priority project

LTIP \_\_\_\_\_ X 1 = \_\_\_\_\_

10 - Fourth priority project

5 - Fifth priority project or lower

- 5) Will the completed project generate user fees or assessments?
- 10 – No SCIP \_\_\_\_\_ X 5 = \_\_\_\_\_
- 0 – Yes LTIP \_\_\_\_\_ X 0 = \_\_\_\_\_

Economic Growth – How the completed project will enhance economic growth (See *definitions*).

- 10 – The project will directly secure significant new employers SCIP \_\_\_\_\_ X 0 = \_\_\_\_\_
- 7 – The project will directly secure new employers
- 5 – The project will secure new employers LTIP \_\_\_\_\_ X 4 = \_\_\_\_\_
- 3 – The project will permit more development
- 0 – The project will not impact development

7) Matching Funds - LOCAL

- 10 – This project is a loan or credit enhancement SCIP \_\_\_\_\_ X 5 = \_\_\_\_\_
- 10 – 50% or higher
- 8 – 40% to 49.99% LTIP \_\_\_\_\_ X 1 = \_\_\_\_\_
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 0 – Less than 10%

8) Matching Funds - OTHER

- 10 – 50% or higher SCIP \_\_\_\_\_ X 2 = \_\_\_\_\_
- 8 – 40% to 49.99%
- 6 – 30% to 39.99% LTIP \_\_\_\_\_ X 5 = \_\_\_\_\_
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See *Addendum for definitions*)

- 10 – Project design is for future demand. SCIP \_\_\_\_\_ X 0 = \_\_\_\_\_
- 8 – Project design is for partial future demand.
- 6 – Project design is for current demand. LTIP \_\_\_\_\_ X 10 = \_\_\_\_\_
- 4 – Project design is for minimal increase in capacity.
- 2 – Project design is for no increase in capacity.

10) Ability to Proceed - If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? (See *Addendum concerning delinquent projects*)

SCIP \_\_\_\_\_ X 5 = \_\_\_\_\_

LTIP \_\_\_\_\_ X 5 = \_\_\_\_\_

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See *Addendum for definitions*)

10 - Major impact

SCIP \_\_\_\_\_ X 0 = \_\_\_\_\_

8 -

6 - Moderate impact

LTIP \_\_\_\_\_ X 1 = \_\_\_\_\_

4 -

2 - Minimal or no impact

- 12) What is the overall economic health of the jurisdiction?

10 Points

SCIP \_\_\_\_\_ X 2 = \_\_\_\_\_

8 Points

6 Points

LTIP \_\_\_\_\_ X 0 = \_\_\_\_\_

4 Points

2 Points

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

SCIP \_\_\_\_\_ X 2 = \_\_\_\_\_

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

LTIP \_\_\_\_\_ X 2 = \_\_\_\_\_

0 - Less than 20% reduction in legal load

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

SCIP \_\_\_\_\_ X 2 = \_\_\_\_\_

8 - 12,000 to 15,999

6 - 8,000 to 11,999

LTIP \_\_\_\_\_ X 5 = \_\_\_\_\_

4 - 4,000 to 7,999

2 - 3,999 and under

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide certification of which fees have been enacted.*)

5 - Two or more of the above

SCIP \_\_\_\_\_ x 5 = \_\_\_\_\_

3 - One of the above

0 - None of the above

LTIP \_\_\_\_\_ x 5 = \_\_\_\_\_

## ADDENDUM TO THE RATING SYSTEM

### General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

### Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

#### Definitions:

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

### Criterion 2 – Safety

#### Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. **Documentation required.**)

**Note:** Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.



### Criterion 3 – Health

#### Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

**Note:** Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

### Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

### Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

### Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

#### Definitions:

***Directly secure significant new employers:*** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

***Directly secure new employers:*** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

***Secure new employers:*** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

***Permit more development:*** The project is designed to permit additional business development. The applicant must supply details.

***The project will not impact development:*** The project will have no impact on business development.

### Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

### Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

### Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

#### Definitions:

***Future demand*** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

## **Criterion 9 – Alleviate Traffic Problems** - continued

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## **Criterion 10 - Ability to Proceed**

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

## **Criterion 11 - Regional Impact**

### **Definitions:**

**Major Impact** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

**Moderate Impact** - Roads: principal thoroughfares, Federal Aid Urban routes

**Minimal / No Impact** - Roads: cul-de-sacs, subdivision streets

## **Criterion 12 – Economic Health**

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

## **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

## **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

## **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.

# Round 14 Rating System Criteria

Number	Category Name	SCIP Points	Relates To Law Position	LTIP Points	Relates To Law Position
1	Condition	100	2	25	9
2	Safety	25	4	100	1
3	Health	25	4	0	N/A
4	Needs of jurisdiction	100	1	25	10
5	Fee generator	50	3	0	N/A
6	Economic growth	0	N/A	50	3
7	Local funds	50	5&6	0	N/A
8	Other funds	20	7	50	4
9	Alleviate traffic hazards	0	N/A	100	2
10	Ability to proceed	25	9	25	5
11	Regional impact	0	N/A	10	7
12	Economic health	20	8	0	N/A
13	Ban	20	10	20	10
14	Users	20	10	50	7
15	Fees, levies, etc.	25	8	25	6
	<b>Total</b>	<b>480</b>		<b>480</b>	

Relating To Law Position	250	1 thru 3	250
	100	4 thru 6	100
	90	7 thru 9	85
	40	10	45
<b>Total</b>	<b>480</b>		<b>480</b>

# PY 2000 SCHEDULE

## *GENERAL MAILING OF FUNDING PACKAGE – JULY 1999*

### *TECHNICAL ASSISTANCE SEMINAR*

July or August 1999 (Date not yet established)

### *APPLICATION DEADLINE*

By 3:00 p.m., Friday, September 24, 1999  
(Applications filed later will not be accepted)

*PROJECT REVIEW & RATING*  
*PRELIMINARY SCORES TO COMMITTEE*  
*JURISDICTION APPEAL PERIOD*  
*APPEAL REVIEW & RATING*  
*FINAL PROJECT PRIORITY LIST*  
*PROJECT ESTABLISHMENT VOTE*  
*PROJECT FILING WITH OPWC*

September 27, 1999 thru October 22, 1999  
October 22, 1999  
October 27, 1999 thru November 3, 1999  
November 4, 1999 thru November 12, 1999  
Integrating Committee Meeting, Nov. 19, 1999  
Integrating Committee Meeting, Dec. 3, 1999  
ASAP after December 3, 1999

**74th District 2 Integrating Committee Meeting  
County Commissioner's Conference Room  
County Administration Building  
Room 603  
Cincinnati, Ohio 45202  
May 14, 1999 - 8:00 a.m.**

**AGENDA**

- 1.) Approval of 72<sup>nd</sup> and 73<sup>rd</sup> meeting minutes
- 2.) Support Staff Items:
  - (A) Presentation of Proposed Round 14 Rating System
  - (B) Program Year 2000 Schedule
- 3.) Small Governments Subcommittee update
- 4.) Old business
- 5.) New business  
Remember: All Committee members must be reappointed by May, 2000  
(Handout included)
- 6.) Next meeting date is October ?
- 7.) Adjourn.

*HAPPY SUMMER!!*